

Waipuna
Halswell-Hornby-Riccarton Community Board
MINUTES ATTACHMENTS

Date: **Tuesday 10 February 2026**
Time: **4.37 pm**
Venue: **Horoeka Room, Rārākau: Riccarton Centre,
199 Clarence Street, Riccarton**

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KahuRoad Briefing Note

Briefing Note

Road Noise, Vibration, and Stormwater Issues

Kahu Road / Titoki Street, Fendalton

Date: 9 February 2026

1. Why We Are Here

We represent a number of property owners who live at and near the Kahu Road / Titoki Street intersection in Fendalton. I have lived at [REDACTED] Kahu Road, a group of 4 townhouses, since the beginning of 2000.

For many years, Kahu Road was a busy road but a liveable one. Traffic noise and vibration were not an issue that interfered with daily life or the enjoyment of our homes. Over the past 15 years, however, since the 2010/2011 Christchurch earthquake sequence conditions have deteriorated. What was once a mild nuisance at worse has now become a persistent and intrusive problem.

We are now experiencing regular and noticeable noise and vibration from traffic, especially heavy vehicles and, more recently, electric buses. These effects are no longer confined to the front of our properties. They extend through our homes, to rear dwellings on our site, and to neighbouring properties. The loss of amenity is real and ongoing.

We are not here to complain about living on a busy road. We are here because something has clearly changed in the road, the ground beneath it, traffic behaviour and the way traffic now interacts with the corner at the road junction. There is also an underlying problem with the storm water system in this location.

2. The Setting and the Stormwater System

Our properties sit directly opposite Riccarton Bush, at a bend in Kahu Road where it meets Titoki Street. The road curves at approximately 30 degrees at this point. Vehicles, particularly buses, tend to run close to the kerb and over the bike lane as they negotiate the corner.

There is also a complex and fragile stormwater arrangement at the location:

- Stormwater from Titoki Street enters a sump on the far side of the road.
- It is diverted underground to a emerge at a “bubbling sump” [REDACTED] at 17 Kahu Road.
- From there, it overflows into the kerb and runs by gravity to another sump at the Straven Road / Kahu Road corner, where it enters the city stormwater system.

This system has a history of blockages and over-pressure events. During heavy rain, debris is sometimes forced up into our private stormwater system, blocking drainage for the four properties on our site. While I can clear these blockages, the fact they occur at all shows that the current configuration is not fit for purpose.

KahuRoad Briefing Note

3. What Changed After the Earthquakes

Following the 2010–2011 Canterbury earthquakes, we noticed minor liquefaction along the roadway frontage and toward Boys' High School and the Avon River. While our own properties were not affected by liquefaction, this was an early sign that the soils in this area are soft, saturated, and vulnerable.

After the earthquakes, traffic noise and vibration increased noticeably. Over time, it has worsened. After heavy rain, we now also see silting along the kerb between our driveway and the road.

These are not dramatic failures, but taken together they point to gradual deterioration of the road foundation and underground services.

4. The Step-Change Caused by Electric Buses

The introduction of electric buses has made the problem markedly worse.

We believe this is due to a combination of:

- Heavier axle loads.
- Stronger acceleration forces as buses exit the bend.
- The path buses take through the corner, which brings them closer to the kerb and gutter.

Since the electric buses began using this route, we have experienced a clear step-change increase in vibration and noise. What had been an emerging problem has become an acute one. Also, the extent of the problem has now widened to affect properties beyond just our own.

5. The Bubbling Sump Failure

Earlier this year, Council staff cleaned the bubbling sump outside 17 Kahu Road. Once it was dry, we observed something we had never seen before.

Water began flowing into the sump from the connecting drain. It continued until the water level rose about 300 mm, at which point the internal pressure stopped further inflow.

This strongly suggests that the connecting pipe or the sump entry has failed or shifted, allowing groundwater to enter the system. Given the history of heavy vehicles, vibrations, and saturated soils, we believe this damage is directly related to traffic loading, particularly from electric buses.

This groundwater ingress would not normally be visible because the sump is usually full. It only became obvious because the sump had been emptied.

KahuRoad Briefing Note

6. Engagement With Council

Pam Clarke (refer to the attached addendum) first reached out to the City Council on November 22, 2024, after initially contacting ECan about the issues she was facing with the electric buses.

On 20 March 2025, we were advised by the City that the issue had been added to the job list for completion within three to twelve months (Reference 1330727), and that monitoring would continue.

Our local councillor, Tyla Harrison-Hunt, confirmed that staff had been notified and had asked for an assessment of the corner. He also advised that maintenance for Kahu Road is not currently in this year's budget and would need to be added through the Annual Plan.

Despite this, no substantive investigation or remedial action has occurred. We note that there has been some minor works related to repairs to the road pavement and line marking (see email 4th February 2026).

7. What It Is Like to Live With This

To make this real rather than abstract:

I sit at my desk more than 50 metres from the road. When heavy vehicles pass, I feel the house shake. Pictures on the wall move. The vibration is preceded by a low-frequency noise that reflects off nearby structures and then the shaking follows.

The sensation is similar to a light earthquake. I would put it at around Modified Mercalli intensity level of 3-4.

This happens repeatedly, every day. It is intrusive, unsettling, and it has significantly reduced our enjoyment of our home.

This is no longer a minor nuisance. It is an unacceptable loss of residential amenity value.

8. What We Think Is Going On

We are not geotechnical engineers, but the pattern is clear and consistent with what we see on the ground.

We believe the key contributing factors are:

- Soft, saturated soils and possible peat layers from historic stream beds.
- Ground disturbance and settlement following the earthquakes.
- Progressive deterioration of the road subgrade.
- Localised concentration of heavy vehicle loads at a tight bend.
- Increased dynamic loading from electric buses.
- Failure or misalignment of stormwater infrastructure.

Taken together, these point to a systemic problem that cannot be fixed with small, isolated maintenance jobs, as has been the approach to date.

KahuRoad Briefing Note

9. What We Are Asking For

We are not asking for special treatment. We are asking for a proper, joined-up response to a real and growing problem.

Specifically, we are asking Council to:

1. **Undertake a detailed engineering assessment** of the pavement at the Kahu Road / Titoki Street intersection.
2. **Commission a geotechnical investigation** to understand what is happening beneath the road and how post-earthquake ground conditions are affecting performance.
3. **Inspect and assess the stormwater system**, including CCTV inspection of pipes and sump entries, and address the evident groundwater ingress.
4. **Introduce interim traffic management measures**, such as:
 - Reduced speeds through the bend.
 - Guidance or controls on bus trajectories.
 - Heavy vehicle management if warranted.
5. **Develop an integrated remediation plan** that addresses:
 - Road subgrade stabilisation.
 - Pavement rehabilitation.
 - Stormwater upgrades.
 - Noise and vibration mitigation.

10. Closing

This problem has developed slowly, but it has now reached a point where it is materially affecting the lives of at least six households, and probably others.

We do not believe further monitoring alone is appropriate. The evidence of worsening vibration, noise, stormwater failure, and amenity loss points to an underlying structural and geotechnical issue that requires proper investigation and remediation.

We are asking Council to treat this as a priority and to move beyond holding patterns and job lists, toward a concrete technical response.

We want to keep living here. We simply want our homes to be safe, stable, and reasonably quiet again.

RJ (George) Hooper FICHEM, FENGNZ, CRSNZ

Kahu Road

Mobile: + [REDACTED] | E-mail: [REDACTED]

Pam Clarke [REDACTED] Kahu Road

My name is Pamela Clarke, I live at [REDACTED] Kahu Road and have done so for the last 12 years. During that time, not only has traffic increased but also heavy vehicles which are now having an impact on our properties. Since the introduction of the electric buses on routes 130 and 131 we have been aware of movement from them when passing our homes.

I emailed Ecan 11th November 2024, informing them of the effect the new electric buses were having on our properties and their reply was that it was a “roading matter”.

I then emailed our local councillor, Tyla Harrison Hunt informing him of our problem. He very kindly contacted us and came out to talk with us and listened to our concerns. Not only is it the buses but other heavy laden vehicles. We feel there is an underground issue which is contributing to the vibrations and movements that our properties experience. We are sure we can identify the areas it is causing the problems travelling both north and south.

I have spoken with residents from No's 11 – 29 and they are all experiencing the same problem.

There are times during a 24 hour period that the movement of my home feels like an earthquake which I find distressing and frightening. This is more noticeable upstairs. Downstairs I can hear the house creak and the clock on my kitchen wall rattles and I often have to straighten a picture. This situation is something as a Cantabrian I do not enjoy. Should I wish to sell my home in the future I could not do so with a clear conscious and inflict this problem on a new owner.

I have a grandchildren and other family members staying at times and they are very aware of the movement when an electric bus drives passed or other heavy laden vehicles.

Thank you for this opportunity to present our case and we sincerely hope there will be a positive outcome for us.

9 February, 2026

From: Info CCC <info@ccc.govt.nz>
Date: Wed, 4 Feb 2026 at 12:39
Subject: Ticket 1338995- Information Update
To: <pamclarke@ccc.govt.nz>

Kia Ora,

I am writing to provide you with information shared by the contractors through these following notes regarding ticket 1338995

"18.06.2025 14:45:12, John Rayner, Contractor Note(CE): SW system appears to functioning as designed. The reported sump will typically hold water as this is the outlet sump connected to several inlet sumps located on other side of kahu Rd by Riccarton house and bush driveway and Titoki St Noise and some vibrations were observed when bus coming from straven Rd crossed over the WW manhole outside #10 Kahu Rd. There is also some damage to surface here likely making uneven and the likely source of vibrations, Pavestate indicates reasonable condition pavement. Repairs to address this will be scoped with a spotter during off peak hours".

"01.08.2025 14:25:56, John Rayner, Contractor Note(CE): As per previous notes. Uneven surface surrounding WW manhole with evidence of historical repair. Suggest 55mm mill and fill to restore shape and level out surface. Approx dimensions 8.0 x 5.5m".

14.10.2025 11:41:49, Mitchall Yee, Contractor Note(CE): Complete. M&M 55mm A/C finish.5.5m x 8.5m = 46.75m² Bandaging complete. Line marking complete.

Above are all the notes shared by contractors regarding the work.

Please feel free to contact us if you need further assistance as our contact center operate 24/7.

Kindest regards.

An

Customer Services Representative
Citizen & Customer Services
Phone: [03 941 8999](tel:039418999)
Email: info@ccc.govt.nz
Post: PO Box 73012, Christchurch 8154
Web: ccc.govt.nz

Thank you for the opportunity to present to the community board on this issue.

We note that while there have been some minor changes to the layout in response to neighbours and residents concerns we note that a large number of submissions requested that the stages of the cemetery development be reversed. The Council Officers response to this request is to brush off community concerns with some very dubious rationale. The officers rationale at 4.12 of the agenda is in column one of the table below. Our response to this rationale is in column two.

Council officers rationale	Our response
There is a risk to consenting due to proximity to the Quarry.	If there is a risk it is extremely low. Fulton Hogan are highly unlikely to oppose a cemetery given community sensitivity to their own quarrying operation.
Reversing the cemetery staging would place the cemetery close quarry operations (and therefore presumably dust and noise)	Local residents have to deal with quarry noise and dust. The cemetery will be of benefit to all City residents therefore if it is good enough for local residents to deal with the operation of the quarry then it is good enough for anyone else within the City utilising the cemetery.
	Local residents were vocal in their opposition to the quarry – If CCC were so concerned about dust and noise on local residents why didn't they more actively oppose the quarry?
Quarry traffic would have a greater impact on cemetery access and vehicle movements.	All roads that front the proposed cemetery site have significant traffic volumes, including heavy vehicles. Significant use of Dawsons road for quarry traffic (which is the basis for Council officers opposition) would be in breach of their resource consent, therefore this argument by Council officers is flawed.
Open Space benefits to the local community are reduced.	This is flawed, the land is currently open space (but not open to the public). Its development as a cemetery is unlikely to be viewed as boon for local residents for recreation purposes.
Health NZ land on Maddisons road.	If required the Council can take this land under the Public Works Act for the cemetery, muting this point by Council officers.
Would require complete redesign and further engagement.	This wouldn't be required if Council officers had considered development along Dawsons road in the first place, or given the community a choice before more detailed designs were complete.

Councils officers opposition to reversing stage one and stage two appears, in part, to relate to traffic and access concerns. These traffic and access concerns exist on Maddisons Road and on Kirk Road, as evidenced by submissions.

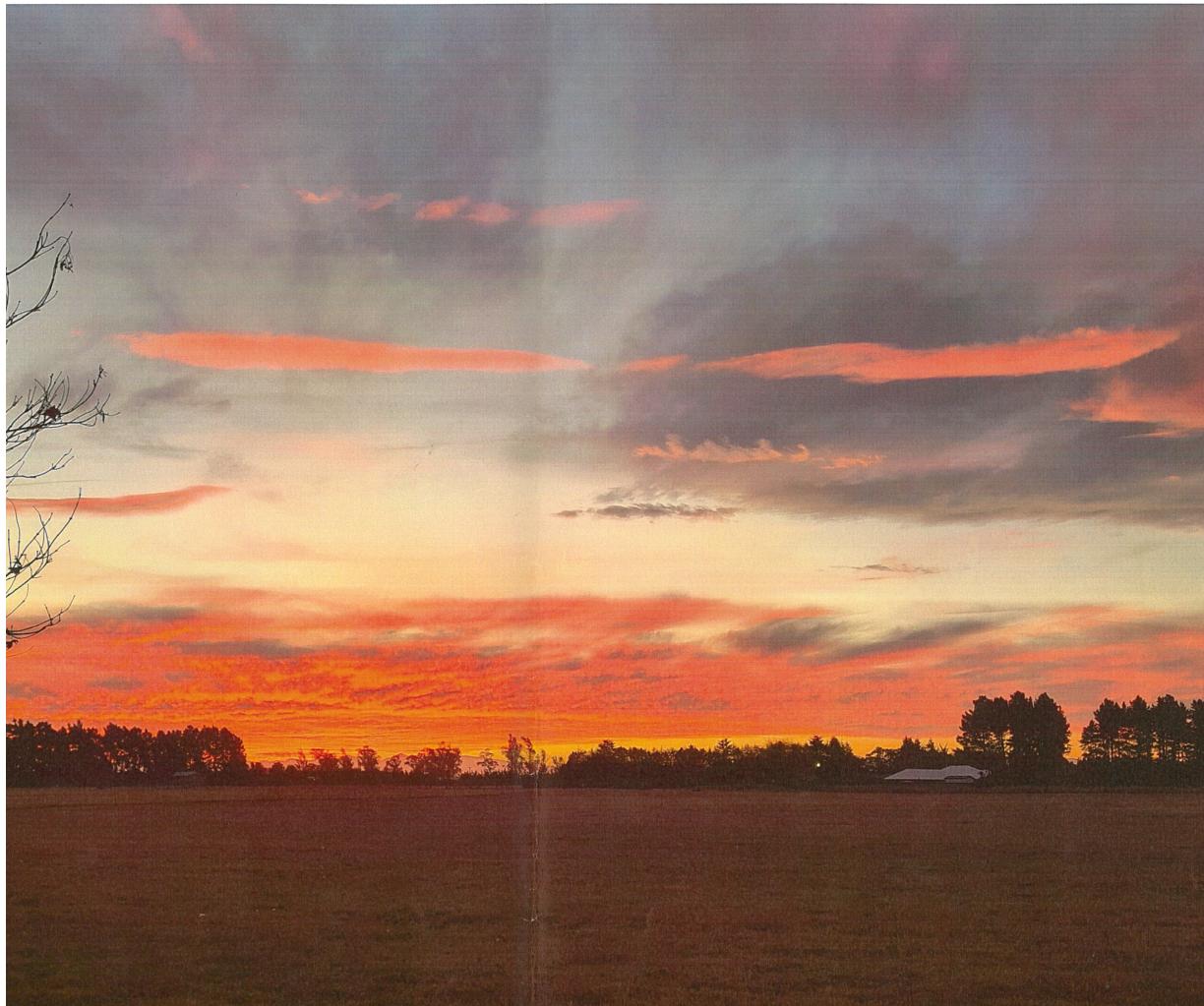
If the community board recommends going ahead with the amended plan then we request that they also add a recommendation for a complete upgrade of both Maddisons Road and Kirks road where there is frontage to the cemetery. This would include curbing, channelling and footpaths, and a speed reduction to 50 km per hour.

Item 5.1

Attachment A







Templeton Residents' Association Submission

Whakatā Templeton Cemetery Proposal

Presented by Jolene Eagar, Chairperson – TRA

Tēnā koutou katoa, and thank you for the opportunity to speak.

I am here today on behalf of the Templeton Residents' Association and the wider Templeton community, including many residents who would have liked to be present but were unable to attend due to the very short notice given for this meeting.

1. General Position of the Community

I want to be clear from the outset:

Most people in Templeton **do not oppose the idea of a cemetery in principle**. We understand Christchurch needs additional burial space, and we accept that this is a city-wide requirement.

However, what the community is struggling with is **how, where, and how fast** this proposal is being progressed.

The proposed cemetery — which in Stage 1 alone is more than **double the size of any existing cemetery in Christchurch** — offers **no specific benefit to Templeton** beyond the same service it provides to the entire city. The critical difference is that **Templeton is the only community living directly beside it**.

2. The Reality of Living Beside a Cemetery

A cemetery is not a neutral land use.

It is, by definition, a place for the permanent and respectful disposal of human remains. It is a place of grief, mourning, and committal.

It is **not a happy place**, and it is not a recreational one.

Our homes, by contrast, are our safe places — where families laugh, where children play, where people unwind, mow their lawns, play music, have BBQs, and live normal lives.

Placing these two very different land uses directly against each other creates an unavoidable conflict.

No matter how sensitively designed, **having a cemetery on your boundary line changes how you experience your home**.

Death is confronting. We all process it differently. Asking families — including young children — to live daily beside burial sites is a significant emotional burden, particularly when there is a clear alternative available.

3. Stage 1 vs Stage 2 – The Single Biggest Issue

If there is **one change** that would resolve a large number of community concerns, it is this:

👉 **Start with Stage 2, not Stage 1.**

Stage 2 is set further away from existing homes and would dramatically reduce the immediate emotional, visual, and practical impact on residents — particularly those on Roydon Drive and Kirk Road.

This is not about stopping the cemetery.
It is about **sequencing it sensibly**.

Eliminating impacts is far better than trying to mitigate them after the fact.

4. Amenity, Views, and Drainage

Residents on Roydon Drive currently enjoy rural outlooks and mountain views. These views are not a luxury — they contribute directly to mental wellbeing.

There is deep concern about:

- Looking directly onto grave sites
- Loss of privacy
- Over-planting that blocks sunlight
- And drainage, given the land slopes toward residential properties

Residents are asking:

- Will swales function as intended?
- What happens in heavy rain?
- Is there a risk of pooling, flooding, or swamp-like ground conditions?

These are not hypothetical concerns — they affect people's homes.

5. Noise and Site Suitability

Templeton already carries significant background noise:

- Aircraft overhead
- Ruapuna Speedway
- Heavy truck traffic

Residents often have to pause conversations outdoors due to noise.

This raises a very genuine question:

Is this an appropriate location for quiet, solemn burial services?

It also raises practical concerns for residents:

- Will families feel pressured to stop mowing lawns?
- Will children playing music or sports feel they are being disrespectful?

No one wants conflict — but this proposal creates it by design.

6. Children's Areas, Toilets, and Anti-Social Behaviour

There is strong concern about:

- The placement of toilets close to residential boundaries
- The location of children's and infant burial areas
- The risk of anti-social behaviour if these facilities are poorly located or poorly lit

At the same time, Templeton already has a public park — the **Templeton Domain** — with facilities that are **over 20 years old and in urgent need of upgrade**.

The community is struggling to understand why new amenities are being prioritised inside a cemetery, while existing community infrastructure remains neglected.

7. Traffic and Road Safety

Traffic has been a long-standing issue in Templeton, and residents feel **nothing meaningful has been done** to address it.

Key concerns include:

- Increased traffic on Kirk Road
- The dangerous intersections at Main South Road and Maddisons Road
- Lack of clarity around parking provision
- Risk of roadside parking damaging grass verges and creating hazards

Comments suggesting “around five cars per burial” do not reflect real-life experience and have undermined confidence in the traffic assumptions being used.

Residents are asking for:

- Parking controls
- Safer access design
- And proper upgrades **before** the cemetery becomes operational — not after.

8. Consultation Process

Finally, we must address process.

This proposal has been part of long-term planning for years. Repeatedly, the community was told it was “well down the track.”

Now, suddenly, everything feels rushed.

Consultation has been:

- On again, off again

- Lacking local forums
- And capped off with **less than a week's notice** to speak today

Many residents feel they have provided feedback without seeing any clear evidence of:

- What was heard
- What changed
- Or whether their concerns genuinely influenced the plan

That undermines trust.

9. Closing

In closing, the Templeton community is not saying “no cemetery ever.”

What we are saying is:

- This scale,
- This staging,
- This layout,
- And this process
are not right.

Starting with Stage 2, improving traffic safety, relocating sensitive facilities, upgrading existing community assets, and engaging properly with residents would go a long way toward rebuilding trust.

We are asking Council to **slow down, listen properly, and get this right** — not just for now, but for generations to come.

Thank you for your time.

**Speaking Notes – On Behalf of Stephen Talbot, Roydon Drive Resident
Templeton Cemetery Proposal – Waipuna Halswell-Hornby-Riccarton Community Board**

Good afternoon, thank you for the opportunity to speak.

My name is Jolene Eagar, and I'm speaking today as Chairperson of the Templeton Residents' Association, and on behalf of local resident Stephen Talbot, who is unable to attend due to the very short notice given.

Stephen lives on Roydon Drive, directly adjacent to the proposed cemetery site. He has made a formal written submission and asked that I share the key points of his concerns with you today.



Loss of Amenity and Wellbeing

Stephen and his family purchased their property for the open rural views to the Southern Alps — views that contribute significantly to their mental, emotional, and physical wellbeing.

This is not just about aesthetics; the Alps are a source of calm and reflection. These views have already been compromised by the development of the Roydon Quarry embankments. The cemetery risks compounding this loss further, replacing their view with trees, buildings, or gravestones.

Privacy, Shading, and Safety

Stephen is especially concerned about:

- **Privacy loss** due to the proposed cycleways and footpaths directly alongside his boundary.
- **Safety concerns**, particularly during low-light hours, due to increased foot traffic and lack of secure fencing or surveillance.
- **Shading issues** if evergreen trees are planted too close, which would block natural winter light vital for health and home heating.

He urges the Council to implement a **minimum 7-metre landscaped buffer** with **deciduous trees** only, and a **maximum planting height of 1.5 metres** along the immediate boundary to protect amenity and sunlight access.

Traffic and Infrastructure Pressure

The traffic impacts of the cemetery — when layered on top of other developments like Roydon Quarry and Miners Road — are overwhelming. Stephen notes that the infrastructure has not kept pace and questions why upgrades to roading and intersections are not being required before this development proceeds.

Inappropriate Phasing – Stage 1 Should Not Be First

Perhaps Stephen's strongest concern is the decision to begin with **Stage 1**, placing the most sensitive burial areas immediately beside existing homes.

He urges Council to reverse this order — start with **Stage 2**, which is set back from residences.

He also suggests relocating the proposed sports fields (a more family-friendly, community-facing amenity) to the boundary side, creating a better buffer between homes and burial plots. This is a simple design change that could make a huge difference in how the development is received.

Please find attached my original submission regarding the proposed Whakatā Cemetery. In addition to what I've already submitted, I would like the following further points to be formally included as part of my submission:

1) INADEQUATE COMMUNITY CONSULTATION FOR TEMPLETON

While I appreciate the outline of the deputation process for the upcoming Waipuna Halswell-Hornby-Riccarton Community Board meeting on 10 February, I must respectfully highlight a major concern:

The consultation process has not been accessible or representative of the Templeton community — the very group most directly affected by the proposal.

Notification for the meeting was issued just one week in advance and scheduled during a mid-week afternoon, which excludes many working residents from participating. There has also been no dedicated engagement forum in Templeton, despite repeated calls for one.

As noted in my correspondence, I request the Board consider hosting a separate community forum in Templeton that:

- Provides plenty of advance notice
- Is scheduled at a time suitable for local working families
- Enables open, inclusive participation before any final recommendations are made

This request should be formally acknowledged as part of my submission, and I respectfully seek confirmation on whether such a forum will be offered.

2) LACK OF STRATEGIC INTEGRATION ACROSS LOCAL PROJECTS

Templeton is currently facing multiple overlapping developments — including the Roydon Quarry, organics facility on Miners Road, and now the cemetery proposal. My concern is that these are being handled in isolation, without any clear long-term vision for how this part of Christchurch is being shaped.

Who holds the overall development plan for southwest Christchurch?

The current approach appears reactive and fragmented, which is placing increasing stress on our community and undermining trust in planning processes.

3) POSITION ON CURRENT PLAN & SUMMARY OF CONCERNS

Based on the proposal in its current form, I would be voting **no** should the Board move forward with the plan as it stands.

The concept fails to integrate meaningfully with the surrounding community or safeguard the wellbeing of local residents. I believe the rollout also falls short — particularly in choosing to begin with Stage I, which places the most sensitive cemetery functions directly alongside existing homes. Reversing the staging and starting with Stage II would be beneficial. Most importantly, relocating the sports fields — a more active, family-friendly and appropriate buffer — to sit adjacent to residential properties is preferred providing a softer and more community-oriented interface. This would reduce the immediate emotional and visual impact on residents, while improving integration and long-term usability for local families.

My submission outlines other several key concerns, which I summarise below:

- **Loss of amenity:** Long-standing views of the Southern Alps — which contribute to emotional wellbeing — would be blocked by the development.
- **Shading and overplanting:** Proposed vegetation may block light and warmth during winter months for residents.
- **Traffic impacts:** No sufficient planning has been provided to address existing congestion and roading stress.
- **Lack of multipurpose features:** The plan starts to address, but has more potential to reflect modern, inclusive cemetery design that also serves the living e.g. refer some designs in Melbourne. — such as reflective spaces, family-friendly zones, and shared amenities.

These concerns also reflect a broader issue: the lack of genuine community voice in this process (identified in point 1).

COMPARISON WITH OTHER CCC CONSULTATION PRACTICES

The current consultation model for Whakatā stands in contrast to Council's own established standards in other processes:

- Short notice and inaccessible timing exclude real participation
- No local forum for affected residents has been provided
- Council's own Significance and Engagement Policy outlines a need to match the level of engagement to the community impact, which has not happened here

Other CCC projects — like the Draft Community Strategy or Long-Term Plans — model deeper engagement, multiple phases of consultation, and active efforts to build trust and partnership with communities. This process has not followed that approach, and the gap is clear.

Thank you for including these additional points as part of my formal submission. I remain open to constructive engagement and a revised proposal that better reflects the values of respectful design, shared space, and authentic consultation with Templeton residents.

Kind regards,
Steve Talbot
Roydon Drive resident

Submission – Whakatā Templeton Cemetery

1. What do you like about the plan for Whakatā Templeton Cemetery and why?

I appreciate the vision of creating a long-term resting place that reflects the diversity and cultural values of the community. The park-like setting, inclusion of natural burial zones, and efforts to integrate walking and cycling paths are thoughtful. I also welcome the name "Whakatā" gifted by Ngā Maata Waka, which beautifully honours the land's deeper meaning.

As a family living adjacent to the proposed site, I support the idea of respectful, purpose-built green space — especially if it can also serve as a peaceful, multi-use public amenity. Examples from places like Bunurong Memorial Park (VIC) and Kulangoor Cemetery (QLD) show that when designed well, cemeteries can provide much-needed reflection areas, passive recreation, and community engagement — such as cafés, play zones for families visiting loved ones, and heritage walks.

2. What don't you like about the plan for Whakatā Templeton Cemetery and why?

While I value the intent of the cemetery, several aspects of the current proposal cause concern:

- **Loss of Amenity Value:** One of the reasons we purchased our property was the open views of the Southern Alps, which provide enormous physical, emotional, and mental well-being. These views are currently uninterrupted (see attached photos). The current plan risks compromising this with potential tree plantings, buildings, or shade structures along the boundary.

Our family is already grieving the loss of the unobstructed view of the Southern Alps in the recreational space of the walkway and cycleway along Jones Road due to the development of bunding / embankment created for the Roydon Quarry. This has had a significant impact on our mental wellbeing.



- **Privacy and Safety Concerns:** Pathways for walking and cycling are placed directly beside residential boundaries. This creates privacy risks and increases the likelihood of antisocial behaviour, particularly at night or during low-light periods.
- **Shading and Overplanting:** Tall trees, especially evergreens, planted near homes would block natural light and winter sun, which is crucial for warmth and wellbeing during the colder months.
- **Traffic and Infrastructure Pressure:** The area is already experiencing significant traffic strain with the expansion of West Melton, nearby quarries, and rural developments. The plan appears to proceed without fully addressing existing roading and congestion issues.

3. Overall, do you support the plan for Whakatā Templeton Cemetery?

Somewhat.

To support the new cemetery key changes are needed to ensure it integrates respectfully with the neighbouring community and protects the wellbeing of current residents.

4. Is there anything else Council should consider?

Yes, I suggest the following improvements:

1. Re-phase development to begin with Phase 2 instead of Phase 1.

This would reduce the immediate impact on neighbouring homes and allow more time to resolve social, physical, transport and amenity concerns. Phase 1 places highest impact directly next to existing homes.

2. Maintain visual amenity of the Alps.

Ensure plantings along boundaries preserve key sightlines to the Southern Alps by using **low-height or open-form planting**, and positioning trees so views are framed, not blocked.

3. Buffer zone and planting considerations:

- Minimum **7m landscaped buffer** between all cemetery elements and residential fences
- Planting to be **deciduous**, not evergreen, to allow winter light
- Maximum planting height of **1.5m** within immediate boundary line

4. Reposition shared paths and buildings:

- Move all **buildings, sheds, or congregation spaces** to a central location on site — not near homes
- Relocate **shared paths** away from fence lines, and include layered planting or fencing for privacy and crime prevention (as highlighted in other council designs, such as Waimakariri's rural subdivision guidelines)

5. Address traffic concerns early:

- Require roading upgrades before large-scale interment activity
- Limit event traffic or construction vehicles during peak commuter periods

6. Include multi-purpose public amenities:

Following successful Australian examples, consider including:

- A **small café/kiosk** and reflective space
- **Tables or seating** zones for families
- A **children's play area**, to support grieving families visiting with young children
- **Walking/biking paths** around green areas, not adjacent to private fences

These steps would create a shared, respectful space that serves both the living and those we honour in memory. I welcome the opportunity to be involved in further community consultation.

**Submission on Behalf of Robyn and Mike Smith – Kirk Road Residents
Whakatā Templeton Cemetery Proposal – Community Board Meeting**

Thank you for the opportunity to speak. I'm presenting this submission on behalf of Robyn and Mike Smith, residents of Kirk Road, who are directly affected by the proposed cemetery and unfortunately cannot be present today due to the limited notice provided.

1. Emotional and Mental Impact on Residents

Robyn finds the idea of living next to a cemetery deeply confronting. Her concern is not just about property values, which she believes will be negatively impacted, but also the ongoing emotional toll it could have on her family—particularly their young children who have already experienced significant loss. The presence of a large cemetery adjacent to their home risks creating a daily reminder of grief, which could negatively affect their mental wellbeing.

2. Noise and Appropriateness of Location

Robyn and Mike question whether this is an appropriate site for a cemetery at all. This area is far from peaceful:

- It lies under the flight path of Christchurch Airport,
- Is impacted by significant truck noise and road traffic,
- And is in close proximity to Ruapuna Speedway and circuit track.

As Robyn noted, they often have to pause conversations outdoors due to passing noise. Holding solemn burial services in this environment seems deeply inappropriate. Mike strongly questions why such a sensitive facility would be located in one of the noisiest parts of Christchurch.

3. Amenity and Lifestyle Concerns

The family enjoys a normal suburban life—mowing lawns, their one son playing drums and the other one guitar in the garage—and they are now left wondering whether these everyday activities could be considered disrespectful to grieving visitors.

There's concern that they may be forced to alter their lifestyle to avoid conflict with cemetery operations, which would be an unfair and unnecessary burden on local residents.

4. Uncertainty Around Operations and Impacts

Robyn expressed anxiety about the unknowns:

- When and how graves will be dug,
- Whether that work will generate noise or dust,
- What the proposed children's area behind their property will involve, and
- Whether they will see or hear funeral services taking place from their backyard.

The lack of clear answers is contributing to stress and confusion about how their home life will be affected in both the short and long term.

5. Traffic and Road Safety

Kirk Road is already under significant pressure. Robyn specifically raised concerns about the intersection of Kirk and Maddisons Roads, which she considers dangerous even without the additional traffic this development may bring.

She is asking the Council to clarify what safety upgrades are being planned and when they will be implemented. These are not minor concerns—this is a matter of daily safety for families travelling on these roads.

6. Inappropriate Staging and Site Layout

Mike raised a very important point about the staging and layout of the site:

“Why can’t the cemetery be at the Dawsons Road end—away from the houses—and the sports complex at the Kirk Road end?”

This alternative staging would greatly reduce the emotional and visual burden on local families. He also questions the logic of placing a children’s area directly behind residential homes and near cemetery services. This should be rethought entirely.

7. Concerns About Safety and Policing

They are also worried that the cemetery and associated areas—particularly without lighting—could become a place for anti-social behaviour. Mike notes that it’s already difficult to get police presence in this area, which sits on the fringe between Christchurch City and Selwyn District boundaries. There is real concern that this space could become unsafe or poorly monitored.

8. Final Comments

Both Robyn and Mike believe this is the wrong location for such a development. Mike put it plainly:

“If the land is that valuable, why put a cemetery there?”

He notes the irony that Christchurch City Council continues to approve subdivisions on land prone to liquefaction while allocating prime, well-drained land next to existing homes for a cemetery—an irreversible land use that comes with a significant emotional cost.

They respectfully ask that the Council reconsider both the staging and location of the cemetery and conduct proper, open engagement with those most affected—before irreversible steps are taken.

Rob Cornington

Submission on Behalf of Rob – Long-time Templeton Resident

Whakatā Templeton Cemetery Proposal

Presented by Jolene Eagar – Templeton Residents' Association

Thank you again for the opportunity to speak. I'd like to share the views of Rob, a long-time Templeton resident who lives next to the Templeton Domain.

Rob is **not opposed to the cemetery itself**, but he strongly feels that if the Council is asking Templeton to shoulder the burden of such a significant development, then **Templeton deserves something in return**.

He's watched the area around him slowly deteriorate — especially the footpaths. They're uneven, unsafe, and in some places, an eyesore. For a place that was once described as a "lovely village," Rob says it's heartbreaking to now feel like Templeton has become a **dumping ground**, overlooked and neglected.

His question is simple:

What is the Council going to do for Templeton?

Residents here pay the same rates as the rest of Christchurch. Yet they're not seeing the same investment. Rob summed it up perfectly:

"Out of sight, out of mind."

Traffic and Safety Concerns

Rob also works at **Brackenridge Estate**, where they care for vulnerable people who deserve to feel safe in their own community. He raised serious concerns about:

- The already dangerous **Maddisons Road intersection**
- The **noticeable increase in traffic** with Rolleston's growth
- Ongoing **speeding issues** through Templeton

He asks what the Council plans to do to slow traffic down and make the roads safer — not just for Brackenridge, but for all Templeton families.

Closing Thought

Rob's message is not one of opposition — it's one of fairness.

If Christchurch City Council expects Templeton to carry the weight of this cemetery, **then Templeton must also be prioritised for investment, safety improvements, and respect**.

Thank you for listening on his behalf.

From: Pamela Absolum [REDACTED]
Sent: Thursday, February 5, 2026 5:44 PM
To: Peters, Mark <Mark.Peters@ccc.govt.nz>
Subject: Cemetery Templeton. Pam Absolum

Hello Mark.

I can't be at the meeting, but as you are our Council member for Templeton then maybe these are few concerns which need to be addressed.

I have a few concerns/suggestions.

1. Why not have a lawn cemetery like they have in Marsden Balley Nelson? It is beautiful and easily kept. Headstones are in ground, cremations along a garden wall.
2. If headstones, there should be a size, shape and uniformity.
3. Islanders and Maori seem to decorate, hang stuff over the headstones, dig a garden, make shelters over and around the burial. This is totally inappropriate and messy. Even bottles and cans of beer. I have seen this in the Templeton church graveyard and at the Yaldhurst cemetery. There needs to be a format given to funeral directors who can converse with the bereaved and talk them through what is allowed/acceptable and not.
4. The Hindu: they are building the biggest temple in the southern hemisphere in Hasketts Road, all proceeding now. Why can they not bury their dead there?

It seems they want to dictate what they should have, which is totally unacceptable.

I DOUBT RATEPAYERS WOULD BE HAPPY WITH THIS REQUEST/DEMAND. I FOR ONE WOULD NOT BE.

•" Dharma Yodha New Zealand Incorporated – submitted representing multiple Hindu community groups. They felt that the current area allocated to the Hindu community was insufficient to account for population growth. They requested a meeting/prayer hall with various rooms including a kitchen and bathroom, and an outdoor area exclusively for the Hindu community with trees and shaded seating. They expressed concern around the practicalities of a shared ceremonial space, with their ceremonies time-bound between the 10th and 13th days."

Children's and infant burials.

Would these not be in a family plot, should there be one or one dedicated for future family burials?

Landscaping.

I would hope that the cemetery would not be planted in all natives, eg. Pittosporum and cabbage trees. Deciduous trees would also be beautiful. Cherry Blossom too.

I have no qualms about the cemetery, we all have to, at the end of our day, go somewhere. Quiet neighbours! Shielding neighbours who bound the cemetery is important.

That is about it Mark.

Glad to see the path/cycle way plan from Templeton to join up with the one opposite Barters Road.

Regards

Pam Absolum

Item 7

Attachment A

From: Robert Seddon-Smith [REDACTED]
Sent: Thursday, 5 February 2026 4:00 pm
To: Collins, Faye <Faye.Collins@ccc.govt.nz>
Subject: Templeton Cemetery

Kia ora, Faye

With regards the proposed cemetery in Templeton, I have only three comments to make for the Community Board. I don't think being heard will make any difference. Could these be passed on?

1. It may be appropriate to include no parking areas on Kirk Road near the pedestrian access. This will improve safety on what is often quite a fast road, and often used by extra-wide load vehicles. It would be appropriate to direct vehicular traffic to the Maddisons Road entrance only.
2. Are you absolutely sure this is the right place for a cemetery at all?. I know you are short of space, but you really don't seem to have considered the impact of aircraft noise on the environment there. Although the average noise is low, when aircraft are coming over, they are doing so at 320M directly overhead. This makes enough noise that it is impossible to continue a conversation for up to half a minute as the aircraft come over - something which may occur up to 3 times even during a fairly simple ceremony. Outside the period of peak noise there is also the approach and retreat noise, itself a distraction, not infrequently followed in short order by another flight. For an event that is generally considered solemn, this is probably not ideal, and the entire site except the Globe Bay end would be severely affected. My sincere advice as a long term resident of the opposite property is that you have picked a very much sub-optimal location, and are seeing it as the 'only remaining option' - in truth, it is a poor site for this sort of occasion and it would be better to write it off as unsuitable and put the cemetery elsewhere, or simply accept that you cannot meet the obligation to provide for burial spots. I am sure that the government would understand.
3. There is often a foul odour from the water treatment plant which hangs around the kirk road edge of the proposed site. This would need to be fixed. It is quite pronounced on still days.

Nga mihi
Rob Seddon-Smith
[REDACTED] Kirk Road

Item 7

Attachment B

Whakatā

Whakatā Christchurch Cemetery
draft plan post consultation

Waipuna Halswell-Hornby-Riccarton Community Board
Part A report, 10 February 2026

Community engagement

Extensive engagement with cultural and religious groups, the funeral industry, and Templeton community over 2019/2020.

5 June – 7 July 2025

- Email sent to over 300 identified stakeholders – industry/cultural/business/those who had engaged with the process to-date
- Letter-drop to households in Templeton and owners of property
- Specific stakeholder meetings on request
- Social media posts
- Drop-in session at Templeton School (25 attendees)



What we heard

Overall support for the Whakatā Cemetery plans (n=51)



Residents and organisations outside of Templeton (n=12)



Templeton residents and organisations (n=39)



■ No ■ Somewhat ■ Yes

Liked – park-like space, diverse needs incorporated, layout, peacefulness

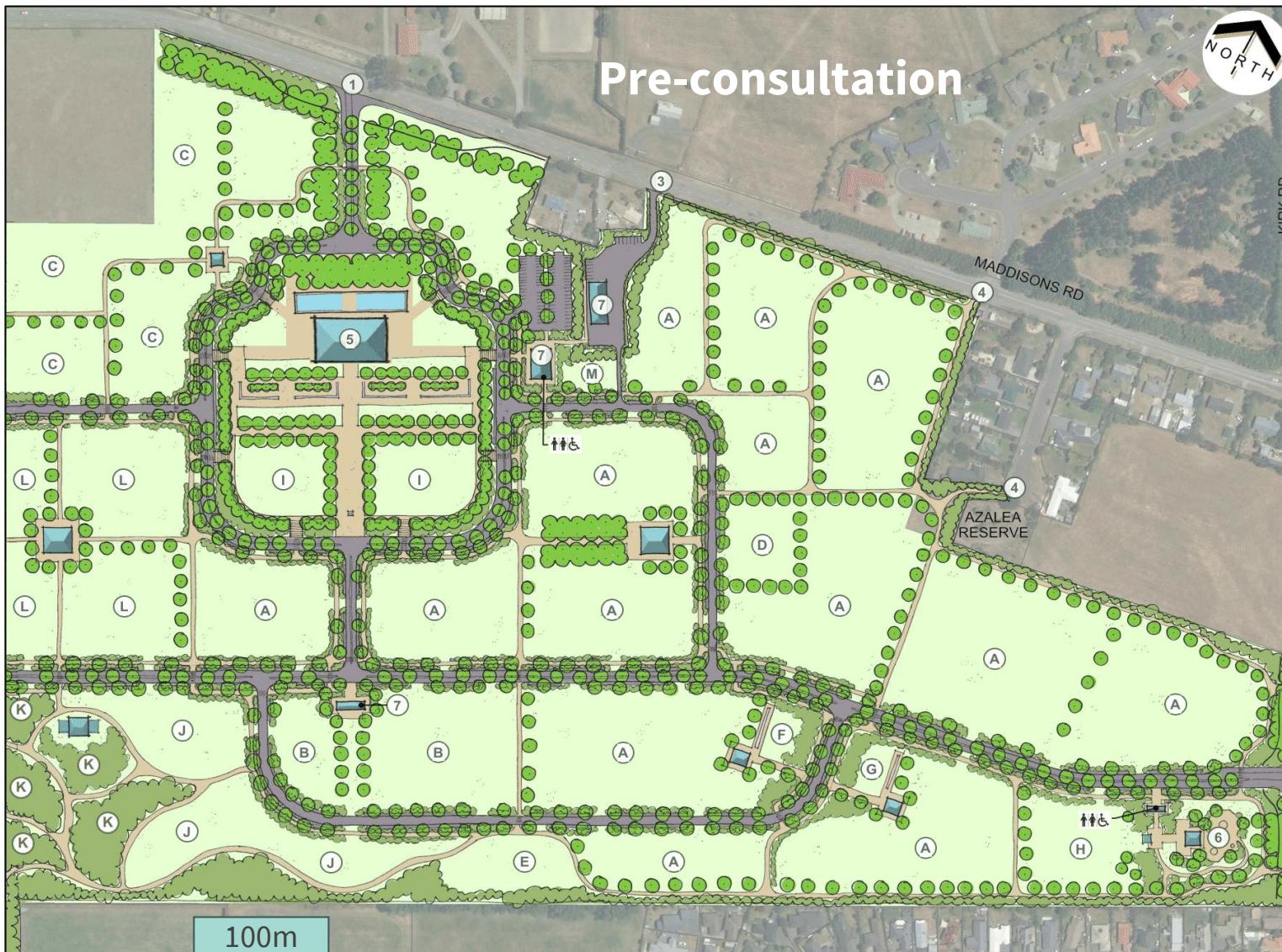
Didn't like – potential for increased traffic, fear of devaluing property, staging, safety concerns, infant burial location, internal pathway next to Roydon Drive



Consultation Plan

- Location and Staging





LEGEND

STANDARD BURIAL AREA:

- (A) STANDARD BURIAL PLOTS (EAST / WEST AND NORTH / SOUTH ORIENTATION)

BURIAL AREAS FOR SPECIFIC RELIGIONS AND CULTURAL REQUIREMENTS:

- (B) URUPĀ BURIAL AREA
- (C) MUSLIM BURIAL AREA
- (D) JEWISH BURIAL AREA
- (E) KIRANTI BURIAL AREA
- (F) HINDU INTERMENT AREA
- (G) SIKH INTERMENT AREA

BURIAL AREAS WITH SPECIFIC DESIGN REQUIREMENTS:

- (H) INFANT AND CHILD AREA
- (I) RSA BURIALS
- (J) GREEN BURIAL AREA
- (K) NATURAL BURIAL AREA
- (L) AREA FOR FULLY ADORNED PLOTS
- (M) COMPANION AND PET BURIAL AREA

ACCESS

- (1) MAIN ENTRANCE - MADDISONS ROAD
- (2) SECONDARY ENTRANCE - KIRK ROAD
- (3) MAINTENANCE ENTRANCE (NO PUBLIC ACCESS)
- (4) PEDESTRIAN ENTRANCE

POTENTIAL BUILDINGS / STRUCTURES

- (5) SHARED CEREMONIAL SPACE
- (6) CHILDREN'S REMEMBRANCE AREA
- (7) FACILITIES - SEXTONS, MAINTENANCE AND STAFF

COVERED SHELTERS

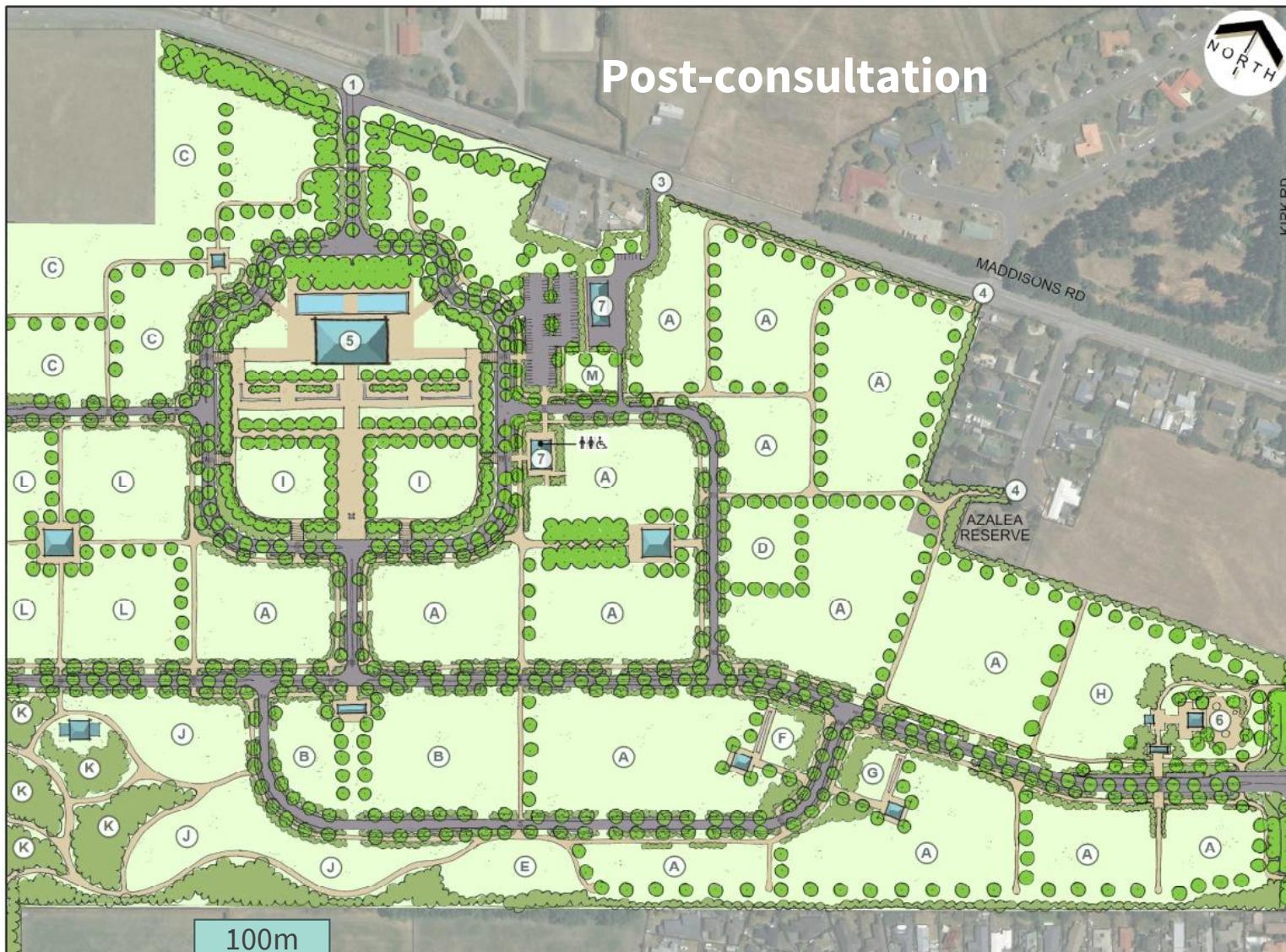
PUBLIC TOILETS

TREE PLANTING

SHRUB AND GROUNDCOVER VEGETATION

INTERNAL ROADS

PEDESTRIAN AND SHARED PATHS



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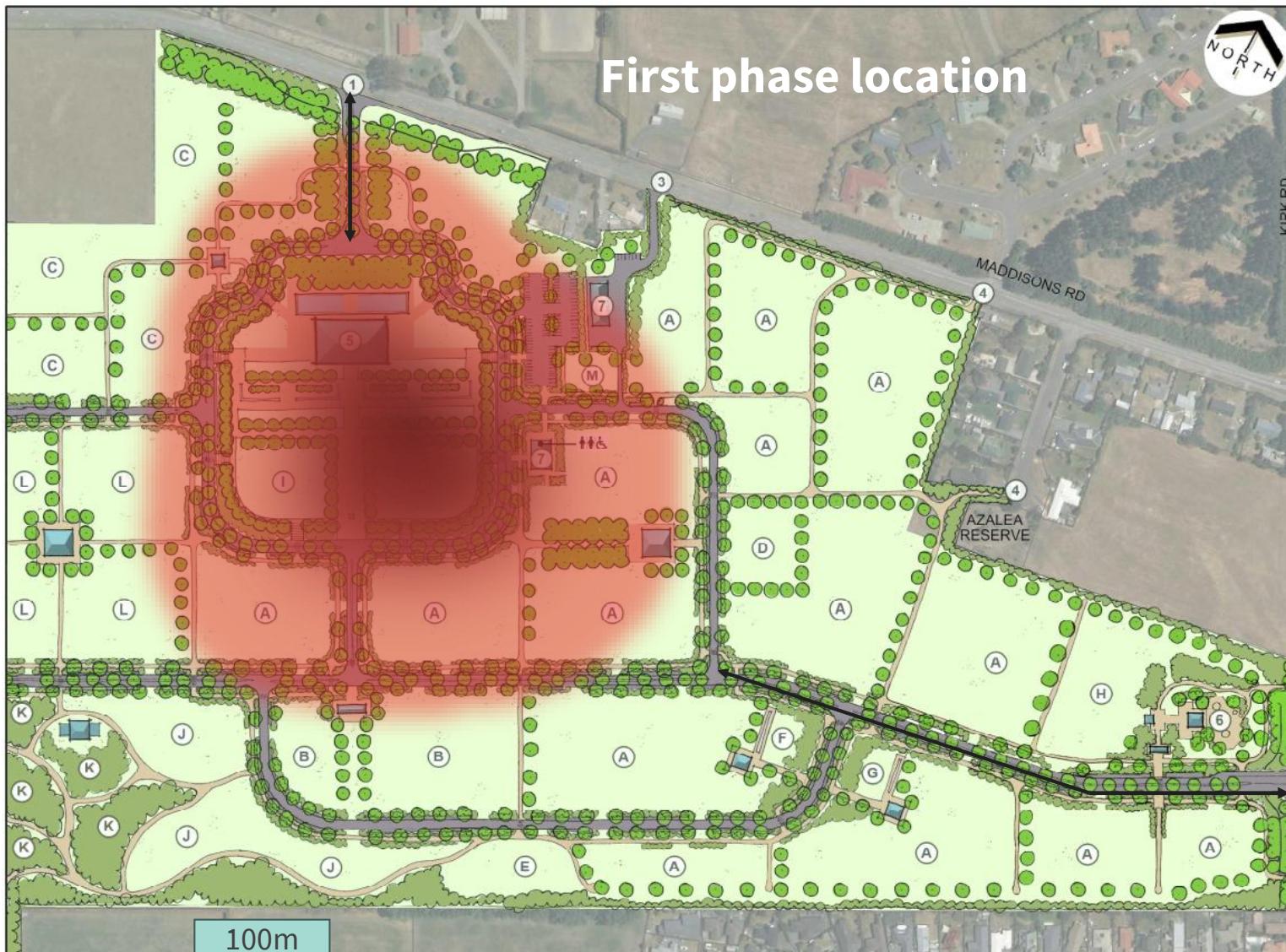
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● PUBLIC TOILETS

● TREE PLANTING

● SHRUB AND GROUNDCOVER VEGETATION

● INTERNAL ROADS

● PEDESTRIAN AND SHARED PATHS



- Part A to Council 2026
 - Detailed design including stakeholder specific consultation,
 - Consenting
 - tendering
 - Stage One construction
 - Plots for sale 2033





